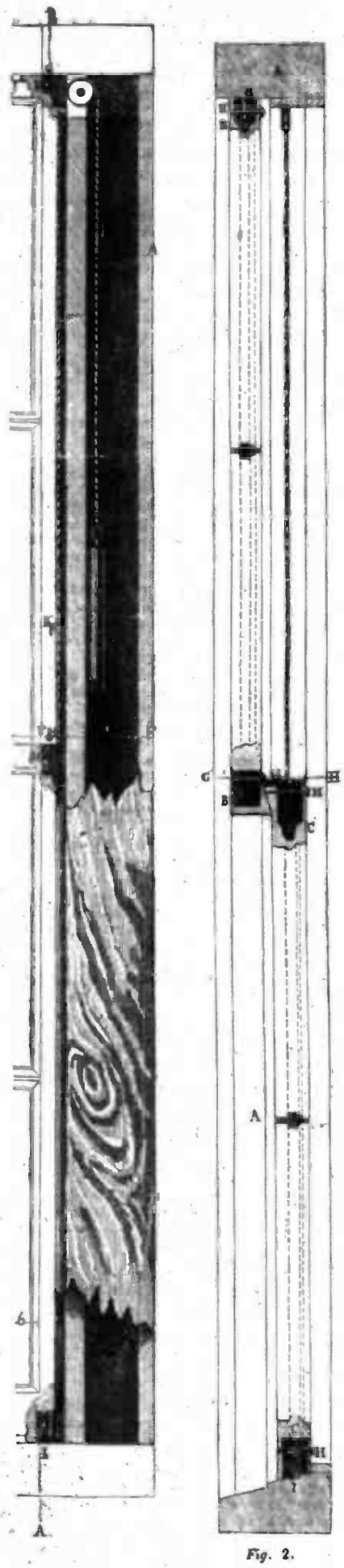

Fig. 2.

The novelty of the design sought to be protected and represented by the drawing (which is of a scale of 3 inches to a foot,) consists in the shape or configuration of certain parts connected with the sashes of windows, whereby the sashes can be readily detached from the window frame, without removing the beads, as hitherto commonly practised with windows of the ordinary construction; and thus the exposure of persons to the outsides of windows, for the purpose of cleaning or repairing them, becomes to a great extent unnecessary. Fig. 1. of the drawings represents an elevation of a window, the sashes having the parts above-mentioned attached thereto. Fig. 2 a vertical section through the line A B, in fig. 1. Fig. 3, a horizontal section taken through the lines C D, E F, G H, in figs. 1 and 2. Figs. 4, 5, 6, 7, several perspective views of stops, hereafter mentioned; similar letters are placed upon and represent corresponding parts in all the figures. In the fig. 1, A A represents a rectangular window-frame; B, the top, and C, the lower sash; the extreme width of which is somewhat less than the width of the frame between the pulley-styles *a b*; the difference between the width of the sashes and the frame being made up by inserting pieces or stops, D, E, F, G, into grooves, formed in the top and bottom rail of each sash; and the said stops are connected to the sash-line by passing it through a hole formed therein, and to the sashes by passing pins or screws H through holes H, formed in the window-rails and stops, as shewn; the bottom stops of the lower sash have projections I at their under sides, which fit into holes formed in the window-sill, to prevent the sash shaking; it will appear evident that the sashes will now slide freely in the frame, and be perfectly secure therein; and may be readily removed from the frames, by withdrawing the pins or screws H, the weight attached to the sash-line being prevented from falling by passing the stop, which has a hole through it over a hook K, fixed to the bead of the window-frame, as shewn.

RAILWAY INTELLIGENCE.

Lincoln, Swinton, and York Railway.—George Hudson, Esq., the chairman of the Midland, the York and North Midland, the Newcastle and Darlington, the North British, and the Leeds and Bradford Railways, accompanied by Messrs. George and Robert Stephenson, the engineers, arrived at Doncaster, on Wednesday last, from York, *en route* for Gainsborough, Lincoln, Boston, March, Cambridge, and London, when they proceeded to survey the western side of the town, accompanied by Sir Isaac Morley, the town clerk, and Mr. Alexander, for the purpose of determining the approaches, and of fixing upon the site for the Doncaster station, which, it is expected, will be between Union-street and Shakespear's Head. From this station the lines will radiate west to Swinton, north to York, and south to Lincoln and London. The line to Swinton is intended to pursue the course of the Dun valley, as before proposed. The south line bears directly towards Bawtry, passing the Carr Grange, and over the low grounds to Littleworth, in Rossington, crossing the London road in the valley near Klug's Wood, and forward to near Bawtry, thence at the foot of Scaftworth Hills, over Gringley Carr, and between Walkeringham and Beckingham to Gainsborough, where it will cross the river Trent a little above Gainsborough Bridge, and forward to Lincoln. The north line is to pass between the town of Doncaster and the union workhouse, across Crimpsall and the great north road, in a direct line for Askern, by Stubbs Walden and east of Womersley, crossing the river Aire between Beal and Knottingly, and joining the York and North Midland Railway at the Burton salmon station; thus completing a continuous line of railway from London to York, considerably shorter than the existing route, and a communication between the manufacturing districts and Lincoln, Cambridge, and Norfolk. A short branch is also to be made from the main line for the accommodation of the river trade at Docken Hill; and active operations are to be commenced for preparing the necessary Parliamentary sections and surveys, in compliance with the standing orders of Parliament.

Progress of the Atmospheric System.—A new line from Newcastle to Berwick, a distance of 60 miles, is about to be brought forward. Mr. Brunel is the engineer, and it is to be worked entirely on the atmospheric principle. Lord Howick and other influential noblemen and gentlemen will support it.

Railway Meeting at Workington.—On Friday week a numerous meeting of the inhabitants of both Workington and Cockermouth and the neighbourhood was held at the Green Dragon Inn, in the former town, in order to take into consideration the report of George Stephenson, Esq., on the proposed line of railway between Workington and Cockermouth. On the motion of J. W. Fletcher, Esq., seconded by M. Falcon, Esq, Joseph Thompson, Esq., was called to the chair. The chairman having read Mr. Stephenson's report of the projected undertaking, the following committee was formed for the purpose of carrying the railway into effect—namely, the Right Hon. the Earl of Lonsdale, Gen. Wyndham, Joseph Harris, Michael Falcon, J. W. Fletcher, J. Harris (Lorton), Charles Brown, L. Bouch, T. Mawson, T. Westray, Jonathan Wood, W. Fisher, G. Cape, J. Thompson, sen., J. Guy, W. Thornburn, J. Steel, Wm. Wood, Henry Grayson, Isaac Thompson, W. Cook, T. Wilson (Cockermouth). Shares to the amount of 29,500*l.*, at 20*l.* each, were subscribed for in the room during the meeting, and at present shares to the amount of 42,000*l.* have been taken up. The subscription list is now closed, until information be received from the Earl of Lonsdale, who will doubtless patronise the measure himself, as to the number of shares to be reserved, and in order to afford the noble earl time to take Mr. Stephenson's report into consideration. The projectors of this undertaking are very sanguine that the traffic in coal and lime will amply pay the interest on the full capital, which is fixed at 70,000*l.*, though Mr. Stephenson in his report only estimates the cost at 7,000*l.* per mile. The company, we understand, have decided upon reserving 500 shares, and the remaining 900 may be said to be actually taken up or bespoken. This railroad when constructed will be of the utmost advantage to the two towns which it will connect, as well as to the district through which it passes, and will likewise form a most important branch to the Whitehaven Junction Railway.—*Carlisle Patriot.*

West Riding Railways.—An important meeting has been held at Leeds, at which various gentlemen from Leeds and Bradford attended, besides a portion of the Leeds and Manchester board of directors, including the chairman, to urge upon the meeting the consideration of several projected lines of railway, and eventually it was determined to perfect the surveys and plans which have been for some time under consideration, so as to supply with railways, in the best and most effective manner, the towns of Leeds, Bradford, Huddersfield, Dewsbury, Batley, Birstal, Heckmondwike, Pudsey, Cleckheaton, and the intermediate populous district, in order that the scheme might be brought under the consideration of Parliament the next year. A strong and unanimous feeling in favour of the plan was manifested by the gentlemen assembled at the meeting, and instructions were given to the official gentlemen to take the necessary preparatory steps without delay.

York and Scarborough Railway.—On Thursday week Mr. Alderman Hudson attended at Malton, and had an interview with several of the gentry of the town and neighbourhood, at which it was agreed that the station should be in the bone-mill and brick-yard field, in the occupation of Jonathan Booth and Co., and belonging to Robert Bower, Esq., of Welham, with a bridge over the Derwent, and a communication thence into Yorkersgate, the centre of the town of Malton. A great number of workmen are now busily engaged in the formation of the line in the neighbourhood of Scarborough.

London and York Railway.—The route of this *elastic* line is destined, says the *Leeds Mercury*, to undergo yet another alteration, so as to make its northern terminus at Leeds instead of York. A meeting was held at Peterborough, on Thursday, Earl Fitzwilliam in the chair, when resolutions in favour of the London and York scheme were advocated by the Hon. M. Fitzwilliam, M. P., Mr. C. Chaplin, Mr. R. Hodgson, M. P., Mr. E. B. Denison, M. P., &c., and unanimously carried.

The directors of the North British Railway have issued notices for contracts for executing about twenty miles of the line from Berwick towards Edinburgh.

For a comprehensive guide on OCR and PDF Compression go to ThePaperlessOffice.org